



These articles and information is brought to you by The 1937 and 1938 Buicks Club. For more information please contact us at;

<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

WWW.1937and1938Buicks.com

-- Warning Notice --

It the mission and goal of 1937 and 1938 Buicks Club is to provide information, helpful hints, advice, directions and reference information for the repair, maintenance, authentic restoration and knowledge development in regards to 1937 and 1938 Buick's. Content is offered as informational only.

The 1937 and 1938 Buicks Club does not knowingly accept false or misleading content or advertising. Nor does The 1937 and 1938 Buicks Club assume any responsibility for the consequences that may occur should any such material appear.

The 1937 and 1938 Buicks Club does not guarantee the quality of any information which is included in this or any other publication. Under no circumstances shall The 1937 and 1938 Buicks Club be liable for any damages, losses, or injuries resulting from use reliance on the content of this or any other publication. Any reliance on this or any other publication content is at your own risk.

As a precautionary measure, The 1937 and 1938 Buicks Club strongly recommends that you contact a professional mechanic or restoration shop to check your work or answer specific questions.

-- Copyright Notice --

All rights reserved. All documents and publications on The 1937 and 1938 Buicks Club web site or that can be downloaded from The 1937 and 1938 Buicks Club web site are protected under both U.S. Federal copyright law and international treaties. No component of this site, including text, images and computer code, may not be reproduced or copied in any form or by any means--electronic, graphic, digital or mechanical, including photocopying or information storage & retrieval systems--without the express prior written permission of The 1937 and 1938 Buicks Club.



1937 **Buick** 1938



BUICK CLUB

May 5, 1984

3825 S. SECOND ST., SPRINGFIELD, ILLINOIS 62703

Dear Members,

I know.. I'm late again.. Some good news.. We now have a new member, Bill Olson #427, who has jumped on the band wagon and really giving me the help I've needed. Bill has two reports in this Newsletter I want you all to read. The first is a sample letter that you will all receive at one time or another. Bill is sending out ten of these every month to see if we can't pick up our mail for the Newsletter. If you receive one of these and have already sent me your story, please write Bill and tell him that you did your part and that Damn Lewis just hasn't printed it yet. I do have about four stories I have not typed and edited yet, but I will be running them shortly.

The second report is on the Decal Project, which Bill handled, with the Help of Dug Waggoners Art Work, 100% including the use of his own money. As soon as they are ready you can send your orders direct to Bill. We will keep you informed. We should have them available to sell at the Buick Nationals in Atlanta.

As to our National in Springfield, Ill., We have decided to cancel the plan for this year due to the lack of responce to our letter we sent everyone. Maybe next year....

I will be attending the B.C.A. National in Atlanta this year and I think it would be great if all our Club members attending, could get together for a drink and bull session either friday or saturday night. I will be at my Swap space Friday and saturday if any of you are interested, let me know...

I will be publishing the remaining two issues of the Newsletter and I would then like to turn the job of "Editor" over to some new people. I think I have done about all I can do as your Editor and I believe we have some members who can handle the job very easily. Please, anyone who is interested, contact me as I will be glad to work with you in the publishing. I just feel it's time someone with more time and enthusiasm to take over the reins. My restoration business is just about all I can handle as I'm working about 14 hours per day, 6½ days a week and that makes it difficult to serve the Club the way it should be. I would like to see two or three people, possibly in the same town, take over the Club. It would be very easy if they could work together rather than one person alone as it's been in the past. Anyway.. If you think you would like to try, call me and we'll discuss it. I am still holding about 50 checks that were sent in for the 84 dues. They will not be cashed until we start the 84 Season, so please, no one send in any more for now..

If any of you need any parts taken to Atlanta or brought back for you, let me know. I will not be showing my car this year so I'll have a lot more time to do the things I've wanted to do for the last two years and never could get the extra time. We'll be arriving on thursday afternoon and leaving Sunday morning. We will be staying at the Marriott for the week end so if you can't find me, check with the desk and leave a message.

Thanks,
Dave *Dave*

1937 **Buick** 1938

A MEMBER SUPPORTED

INTERNATIONAL BUICK CLUB

WILLIAM E. OLSON
842 MISSION HILLS LANE
WORTHINGTON, OHIO 43085

SAMPLE LETTER.....

, 1984

Dear

You saw in the Volume II, No. 6 issue of the 1937-1938 Buick Club Newsletter a suggestion by Dick Parks that each month a dozen or so members be contacted and asked to contribute something for the newsletter. Dave Lewis thought this was a fine idea and asked for a volunteer to do the contacting. I volunteered. I did so because I think the Club will be a valuable source of information, help, parts and friendships for me, and I thus owe it something, and because, as a relatively recent member, nobody knows me and I therefore can be as nasty as necessary in the dunning, at least for a while. However, I'll try not to be nasty the first time I write to anybody.

I have gone through all issues of the newsletter and made a list of the persons who sent in stories about their cars, technical tips or information, photos, or other informative stuff. Of the 323 members as of December 1, 1983, 68 have done so, leaving 255 who've been unnecessarily silent. That's a "silent majority" of almost 80%. Some people may have sent stuff in that Dave hasn't printed yet, or, for all I know, stuff that's unprintable in a family-hobby magazine, and thus my numbers may be a little off. But it's plain that the Club needs more contributors.

I have taken a membership list, and eliminated from it the names of those members who have sent in something already. This will be updated from time to time as necessary. From the remaining names, I will select ten each month at random and send each a letter urging a contribution to the newsletter.

Congratulations! You have been selected for this month, and you are reading the dunning letter. Do not swear and throw this letter out. If you do, you'll get another letter.

I can think of several reasons why someone might be among the "silent majority." I'll go through some of these and blow them away.

SAMPLE LETTER....

Reason One: "My car is not a showpiece." Neither is mine! And neither are the cars of a lot of other members. Not everyone can afford one, and not everyone wants to have one. And the cars that are now showpieces once were not.

Reason Two: "Nothing out of the ordinary has happened." Nonsense! You own a 1937 or 1938 Buick. That in itself is out of the ordinary. Tell us why you like them, why you got it, where you got it, what it was like then, what its like now, what you hope it will be like, what your spouse/kids think about it, what your neighbors think about it, what you think your neighbors ought to think about it, etc. etc. The other members are much more interested in all this than perhaps you think. And any that aren't, should be!

Reason Three: "I've had my car for three years and haven't made much progress. I feel guilty about this and don't want to confess." More nonsense! There are more like you than you think, and no one needs to make excuses for himself. There will be no guilt in this Club, except for not responding to my letters.

Reason Four: "I made a lot of mistakes trying to restore my car, and don't want to be thought of as a fumbling, inept clod." Nonsense again! You'll get sympathy, not ridicule. Most members (including me in particular) would like to hear about some other guy's mistakes, the better to avoid them ourselves. And anybody who thinks of you as a F I C had better keep it to himself.

Reason Five: "I can't write." Not to worry. Unless you are totally illiterate (which I strongly doubt) or have two broken arms or are otherwise too sick, put something down and don't worry about the grammar. If I think it needs fixing, I'll fix it. Again, no guilt. This is a car club, not an English class or a literary society.

Reason Six: "I can't spell." Neither can Lewis! He's spelled "convertible" wrong in every issue. A few misspellings and a little bad grammar here and there add to the flavor of the publication.

All Other Conceivable Reasons Including Just Too Lazy: Other than being in very bad health or working at three jobs in order to make enough to get by, these won't cut it either.

By now you are saying, "Well, that's all easy enough to say, Olson, but we haven't seen anything you sent in." That's true, you haven't, but you see, my car is kind of crummy, and not very interesting, and I haven't done much

SAMPLE LETTER....

with it, and I paid more for it than its probably worth, and I bought parts that don't fit, and Seriously, now, I have thought all those things myself -- other than "I can't write" since no lawyer will admit that to himself even if it may be true -- and convinced myself that the excuses don't stand up. (And just to keep things honest, I sent Dave something before starting to write this. Whether he'll print it, I don't know.)

So let's hear from each of you. Tell me anything you care to tell, about you car or yourself. Tell me anything you'd like to know, and think other members might help with. It doesn't have to be long. Send a 5 x 7 black and white photo if you can; if your car's not a prize winner, don't worry. I'll try to convince Dave to print it anyway. Maybe we can have a whole issue devoted to non-prize winners. Or send a copy of Buick literature or advertising if you have it. Or if you think this whole thing is a damfool idea and you want me to get lost, say that.

The important thing is to participate. All right, now, go to it. You'll feel good about it.

Thanks in advance,

William E. Olson

P.S. Send it to me; do not send response to this letter to Dave Lewis.

P.P.S. I have also put together a sort of "questionnaire" intended to start people thinking (and I hope writing). Most of the questions are fairly obvious, and I'm sure it can be improved. Suggestions for improvement are welcome.

OUTLINE/QUESTIONNAIRE

This is intended to get you started on putting together a story about your car or cars, your interest in 1937 or 1938 Buicks, and your experiences. You can follow it or not, and the questions are not necessarily in any logical order.

How long have you had your present car or cars? Who owned it/them before you? Is there anything unusual or interesting about the former owner?

What shape was it is when you got it? What now? What was your goal then, and have you changed that goal along the way? For example, did you start out with the idea of just "fixing it up a little" and go on from there? What remains to be done?

Have you done all the restoration to date yourself, or had some done by friends or professionals? If the latter, who did what? Of the work you've done yourself, what was most difficult or frustrating? If you could begin the restoration over again, would you do anything different (This is a nice way of asking what mistakes you made, but don't be afraid to admit them; the car restorer who has made no mistakes is either a fool or a liar, or belongs with mermaids, unicorns, dragons, etc.)

How much do you drive the car? Have you taken it on any extended trips? If so, were there any interesting or unusual experiences on any of those trips?

What do your spouse, children, mother-in-law, etc. think about the car? Have they helped physically, given moral support, told you you're nuts?

What do your neighbors think? Have they told you you're nuts If so, why do you suppose they have so wrong an attitude?

What attracted you to 1937-38 Buicks? Looks? Engineering? Family history or associations? Pure luck? What do you like best about 1937-38 Buicks in general and yours in particular? Anything you don't like?

Anything else interesting, humorous, sad, tragic, etc.?

There could be many more questions, I'm sure. Perhaps the most difficult, but at the same time potentially revealing, inquiry is "Why do I like old cars enough to keep and expend money and effort on one or more of them?" There are of course as many answers as people who are "into" the hobby, and for each of us there are probably several reasons mixed together.

Bill Olsons First "Volunteer" To His Letter...

Dear Bill,

Congratulations; Through your intimidations and threats, I have decided that I have no choice but to write you a story. I should have guessed that you were a lawyer as I read your letter, you have that good irritating flair..

All kidding aside, I will attempt to give a brief story about my car. I had been a Ford man since I was a kid. After the family was about raised, I got into the "Old" cars again. (50's & 60's) convertibles mostly. When I finally decided that I needed a pre-war car I didn't know what to expect when I answered an ad for a '37 Buick. As I drove up the drive way it was love at first sight...The style had something that I had somehow missed. As I looked the car over I could see this was far superior to the Fords I had owned. The car was very sound, but didn't run and needed a complete restoration.

After settling on a sales price and and other small talk, I learned the owner was a movie producer for Sun Classic Pictures and that the car (not featured since '59) was originally owned by a Glenn R. Miller of Hollywood California and the title still carried his name. I have not been able to substantiate wether or not it is the same man of the Big Band era or not, but it added to my pleasure of owning it none the less.

As near as I could tell, the car hadn't been started for 23 years. It was a real shock when (after priming & new Battery) it fired after 2-3 seconds. I now knew it was superior to the Fords. That has been two years ago and I have made some progress if not much. I have completed with all new parts, cleaning and painting the frame, brakes, rear end, front end suspension, firewall, transmission and wiring. I am now finishing the engine and will start on the body next.

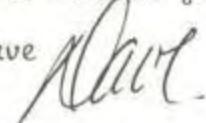
The car has been a real challenge as I have never attempted a "Show" restoration before. Out here in Utah, there is only one show each year and it doesn't give much incentive. Even though the car is only a series 41 w/o Sidemounts, I intend on cutting no corners and bringing it to "New" condition.

Thanks,

Norm Pyne #91

Dear Norm...See how easy that was..and now you can sit back and relax for another year until Bill writes you another "Threat" letter. Your story is very interesting as I was watching the Glenn Miller Story on Late T.V. the other night, and saw several cars he and his partner had. One was a pierce Arrow and another was a packard. My only problem was it was a two part story and the first part, I think, only covered the early to mid thirtys. I missed the second half so I don't know if they had a Buick or not on the show, or if they even stayed authentic with the cars for his story. I'll bet if you wrote someone like Universal Pictures in Hollywood, they have history departments that could answer your question for sure. Anyway, thanks for your letter and I hope Bills letters fire up some more of our members.

Dave



Bill Olsons Second "Volunteer" to his Letter...

Dear Bill,

When I was a boy, in my early teens, I remember my uncle having a 1936 90 Series Buick. The sound of the big straight eight pulling that seven passenger sedan up the driveway of our house somehow stuck with me all of these years. I decided to start looking for a car like my uncle had had, thinking all along that that was the car that I wanted. Much to my dismay, I discovered that I didn't find the lines of the 1936 Buick very pleasing at all, so much for memories...

I happened to be talking to a friend of mine who was in the process of restoring a 1939 Buick roadster, or convertible coupe, whichever is correct, and he told me that he had seen a 1937 Buick Special advertised on the bulletin board of one of our local parts stores. I proceeded to investigate. I got in touch with the seller by telephone and made an appointment. Now, the directions he gave me took me out into the boonies outside of Santa Fe, approximately thirty five miles from here. As we approached this fellas house I saw the nose of this car sticking out over the rise. The closer we got, the better it looked. When we finally got there I was really chomping at the bit.. What magnificent lines...Not like the 36 nor massive like the 38, but just a carefully blended sculpture of beautiful lines. This was what I wanted, a 1937 Buick.

"Does this car run", I asked the owner. "Here, let me start it up", he said. "How come your selling it," I asked. "I'm going back to college," he replied, and need the money.

The straight eight came to life and idled beautifully. "How about a ride", I asked. "Get in", he said, and so we did. I sat in the passenger seat, my wife in the back. He eased out the clutch and we glided away. The engine sounding just as I had remembered. "How much," I asked, \$2500, he said. Now that presented a slight problem. The price was premium, but the car wasn't. It was a good solid running car, but \$2500 ? Now to weigh the pros and cons. The car was in New Mexico, it was driveable and only thirty five miles from home. "What goes with the car", I asked. "Come with me", he said. He took me down to the barn (of sorts) and began hauling out spare parts. A front end, transmission, front fender, rear fender, etc.etc. By the time he had finished, I had pretty much of a pick-up full of spare parts. Now, \$2500 still seemed high, but, what the heck, the guy wanted to go back to college, right ?

Needless to say, we bought the Buick and drove it home, with the windows open, because of the engine blow-by smell. We've accumulated parts over the years, spare lenses, radio rubber parts, rechromed the bumpers, bought wide whites, hub caps, etc. Now I've got arthritis in my wrists and will probably never get to restore my car. Thats why it's for sale, I'm hoping that someday I'll be able to buy one that's fully restored, for I'll still have the thrill of driving a 1937 Buick and listening to the purr of that straight eight as it propels us down the highway and fulfilling a dream.

Dick Buteau #15

Thanks Dick for a great story...I hope someday your dream will be a reality .

Thanks, Dave



When Only the BEST Will Do

USE STEELE

Quality Reproduction Rubber Parts



C-66

1935-39 Seal, door bottom, held by metal track or by clips. (See C-391 for clips.) 2-door styles need about 3-1/2' per door. 4-door styles need about 5' per side. All models.

C-66 \$ 3.00/ft.



C-391

1935-39 Clip, door bottom weather strip retaining, for our C-66 lower door w/strip, to fit 1/4" holes. #4074821. As req'd. C-391 \$.25/ea. Doors usually require one clip per every 6". Estimate needs accordingly.

1936-37 Weather seal, front door upper hinge, steel core as orig. #4066759. Good copy.

1936: A11

1937: Ser. 80 & 90 exc. conv't. C-229 \$ 20.00/pr.



C-411

1937-38 Weatherstrip, door opening, sides & top, #4074312, #4074314. Full profile of superior grade sponge, made for use of clips, type C-303. Compare with C-80.

C-411 \$ 2.25/ft.



C-303

1937-38 Metal clip for attaching door edge weatherstrips C-80 & C-411. For 1/4" holes. #4076045. C-303 \$.25/ea. Doors usually require 1 clip per every 6". Estimate needs accordingly.



C-383

1937-38 Weatherstrip, hinge post at instrument panel. #4074396. Steel inserts at holes.

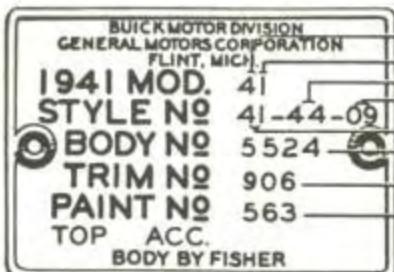
1937: Styles 4467, 4667

1938: Ser. 40 & 60 conv'ts

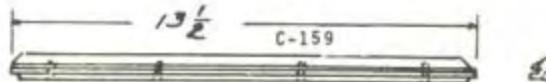
C-383 \$ 20.00/pr.

WINDSHIELD CHANNELS

B-250	1937-38	Ser. 40 & 60 except convertible (Non-reveal molding jobs)	\$ 44.00/ea. Order C-159 gasket separately.
C-601	1937-38	Ser. 40 & 60 Convertibles (Non-reveal molding jobs)	\$ 40.00/ea. Order C-159 gasket separately.



MODEL SERIES
BODY TYPE
MODEL SERIES
BODY TYPE
MODEL YEAR
FACTORY ID.
TRIM DESIGN
COLOR COMB



1937-38 Gasket, windshield division post, inner & outer, also acts as retainer for outer division bar chrome molding. Steel core, threaded as original for screws. Many models.

C-159 \$ 25.00/ea.

BACK GLASS CHANNELS

C-579	1937	Ser. 80 & 90 exc. conv't. (Non-reveal mldg. jobs)	Ser. 80 & 90 exc. conv't. (Non-reveal mldg. jobs)	\$ 39.00/ea.
B-206	1937	Models 48,41,465,46,64,68, 61,665	Styles 4411,19,27,278; 4601,11,19,27	\$ 44.00/pr.
	1938	Models 48,41,465,68,61,665 (Non-reveal mldg. jobs)	Styles 4411,19,27,278; 4611,19,27	



TO ORDER: List quantity, part number, and price, include 10% for packaging and shipping (NC residents also include 3% state sales tax), and mail with remittance to LYNN H. STEELE, Dept. 37-38, Route 1, Box 71W, Denver, North Carolina 28037, (704) 483-9343. Orders accepted on a prepaid, cash C.O.D., or Visa/MasterCard charge basis. 1983 catalogs covering Buick or nearly any other American make, except Ford, c. 1925-62, available for \$1.00 per car make. NOTE: Olds and Pontiac covered in one catalog, as are all Chrysler Products.



1937 **Buick** 1938

A MEMBER SUPPORTED
NATIONAL BUICK CLUB

PARTS FOR SALE

Parts For Sale...Revised from last issue with reduced prices.....

1938-40 NOS Front Shocks \$100 pr.
 38 Rear Shocks \$40
 38 Brk & Clt. Rubbers, Repos \$4 pr
 38 Inter Dr & Wind Handle set \$60
 38-41 Belt Mldg Set Comp. \$100
 38 Steering Wheel & Horn Button, Need Restored totally.. \$60
 38 (40-60) 37(40-60-80) Dome Lamp Ass. \$10
 38 Clock, fair \$15
 38-41 Trunk Lid & Handle, Needs Work \$25
 38-40 Int & Ex Manifolds \$35
 38-40 Hood & Sides \$50
 38-40 Nose Skeleton \$35
 38-40 Center Hood Strip, Fair \$20
 38-40 Engine Splash Pan \$12.50
 38-40 Air Cleaner, Some dents Top, \$15
 38-40 Defroster Air Inlets \$5 pr.
 38 Dash Inst Cluster with Oil & Amps \$20
 38 Dist # 1110801 \$40
 38-40 Fuel Pump #504AF \$25
 38-40 Gas Tank, dent on bottom \$25
 38-40/60 Rear Fenders, dented, but restorable, including regulators and retainers, window frames rechromable, except r/r, \$45
 38-60 Front Fenders, non-welled, both are use-able. R/F has crease & Splits on bottom edge \$60.00 for the pair.
 38-40 L.F Fender with brace, Hole at Park light, \$30.00
 38-40 Interior Garnish Moldings \$30
 38-40 Water Pump & Fan Assembly \$25
 37-40/60 Non Welled Front Fenders, Good \$120
 37 Red Trunk Light Lens \$7.50
 37 Steering Wheel & Horn Button, needs total restoration, \$60.00
 37-60 Good Hood & Sides \$50
 37-80 Hood & Sides \$50
 37 Clock, Need Restored \$7.50
 37-80 Nose Skeleton \$40
 37 60-80-90 Air Cleaner, has hole \$15
 37-60 Garnish Moldings Complete set \$90
 37-60-80-90 Water Pump \$25
 37 Light Switch \$4
 37 Instrument Cluster \$30
 37-80-90 Cowl Vent Cover Assem. \$7.50
 37 Horn Brkts \$5 pr.
 37 Grill Emblems, need restored \$7.50 pair
 37-80 Stainless Dash Strips (4) \$6
 37 Tail Lamps Complete \$25pr
 37 Trunk Lid Light with Lic Brkt \$30
 37 Trunk Lid Light \$25
 37-80 Headlight Molding L/S \$3
 37-40-60 Rear Vent Handles \$5 pr.
 37-40-60 Trunk Lid & Handle \$50

37-40-60 Trunk Lid Hold Open Brkt \$7.50
 37-80 Frt Door Inside Handles & Plastic \$15 set.
 37 Ignition Lock for Small Series \$12.50
 37-90-90 Rear View Mirror \$5
 37 Radio Grill, slight pits, \$7.50
 37 Maplight Cover & Ash Trays, Nds Work \$2
 37-60 Chrome Robe Rail & Ash Tray, \$30
 37/38 Exterior Door Handles, Some Pitts. three for \$7.50
 37/38 40-60 Trunkback trunk hindges, pitted \$7.50 pair.
 37/38 40-60 Repo Hindges \$5 pr.
 37/38 40-60 R/Frt Window Regulator \$15
 37/38 Horns \$15 pair
 37-40-60 & 38-40 Rear View Mirror, Nds Work \$2.50 ea.
 37-40-60-80 Dome Lamp Assembly, \$10
 37-38 headlight Retainer for lens, needs repair, \$4
 37/38 40-60 Front & Rear Vent Window Ass.
 37/38 40-60 L/F Vent Regulator \$12
 37/38 40-60 Front Vent Window Retainers \$10
 37/38 40-60 Rain Deflectors for front doors (top edge), \$4
 37/38 40-60 L/R door handle & catch \$4
 37-38 40-60 Pair front door handles & catch pitted, \$8
 37/38 Dimmer Switch \$5
 37/38 40-60 Outer Window Division Strip \$5
 37/38 Cowl Vent Cover Assembly \$7.50
 37-38 Model 41 & 47 Front Seat Covers, Green \$40

ROBERT B. HOWITT #28
 ROUTE 4, BOX 575
 SOUTH BOSTON, VA 24592
 804-575-7398

All Prices Plus Shipping...

1938 Small Series Rebuilt Fuel Pumps, \$22.50
 37 Steering Wheel Cores \$60
 38 Steering Wheel Cores \$60
 37 Nice Original Steering Wheel, 2 minor cracks barely visable, nice chrome \$125.
 37 Repo Grills, Mint Chrome, \$125 pair.

Dave Lewis #237
 3825 S. Second Street
 Springfield, Ill 62703 217-529-5290

TOO LATE TO CLASSIFY

PARTS WANTED...

Sidemounts for 37 40 Series, complete or parts. Also need Licence Plate Lens for 37-46S for rear

Don Hadraba #426

Hwy 51

Minocqua, WI 54548

715-356-5242

PARTS WANTED...

Original Lug Wrench (or Picture) and Tools for 1937..and

Jack Handle

Ben Lewis

5283 Olive Drive

Concord, CA 94521

415-689-7454

Parts Wanted...

Left Engine Splash Pan for 37 Century. Also need the Running Board Radio Insulators for the Antenna (8)

Dick Der Marderosian #260

125 Strasser Ave.

Westwood, MA 02090

617-933-9844 Days..

PARTS WANTED...

1937 Series 40 Four Door..

1-Interior Door Handle

1-Heater

1-Rear Ash Tray

Robe Rail With Hardware

Working Trunk Lid Handle

Rebuilt or rebuildable Master

Cyl.

Steering Wheel in Restorable Condition

Clutch Parts

William Olson

842 Mission Hills Lane

Worthington, OH 43085

614-687-1440 Work

614-436-7579 Home

PARTS WANTED..1938 Century..

Left And Right Sidemount Set-up..Complete Right Rear Fender

Complete Temperature Gauge, with sending cable

J.E. Mullenix

1212 S. Michigan Ave.

Hastings, MI 49058

616-945-5807

PARTS WANTED 1938 Century 66C..

Rear Step Plate and Bracket

Joe Giordano #333

131 N. Stewart Rd

Liberty, MO 64068

816-781-5570

Parts Wanted..

Dupont Acrylic Enamel Paint Formula for "Gainsborough Blue" or "Oshawa Blue" (Canadian Equivalent) and front Bumper Bracket for 38 Special

Dick Parks #169

5234 Dallas Drive

Kamloops, B.C.

V2C 4W4

CAR FOR SALE LEAD...

1938 Buick Roadmaster 4-Door Phaeton, Excellent condition. U.S. Built, Blue Body, White Fenders Phone Tom Godin 416-576-5208

Lead by..Bob James #371

PARTS WANTED..

Left and Right Sidemount set Complete..For 1938 Century Model 61. Also need a complete Temperature Gauge with sender.

J.E. Mullenix

1212 S. Michigan Ave.

Hastings, MI 49058

PARTS WANTED..N.O.S. Heater Switches for 37/38 GM Era. Twist, reostat type with bulb under plastic knob. Want New or good used...Need three or more...

Dave Lewis, Editor
217-529-5290

TOO LATE TO CLASSIFY

TRADE ONLY... 1937 N.O.S. Grill For Left Side. Also have N.O.S. 40/60 Tail Light complete with Lens & Bezel. Want to trade for Same to Fit 80/90 Series. Also have Used Jack for '38 and want to trade for same for '37..

R.L. James #371
P.O. Box 531
Whitby, Ontario
Canada
LIN-5V3
1-416-686-1412

PARTS FOR SALE..

1937 40880 Series Sedans, 1938-40 Coupe, 38-40 Coach, 38 40/60 Sedan. I have scrapped many 36-39 Buicks over the past 10 years, too many parts to list. If you send an itemized list & 35¢ in coin (U.S. Stamps are invalid from Canada) I will quote you price & condition. My Motto.. "Scrap a 100 to make a 1000 run"

Robert James
P.O. Box 531
Whitby, ONT
Canada LIN-5V3

PARTS FOR SALE; Transmission,
38 Buick 40 Series (Condition un-
known But Complete) \$100.00
38 Clock \$30 Good Shape
2-38 Hood Center Strips, Fair to Good \$50
1-Good Voltage Regulator \$20
1-Good Base/Treble Radio Bezel \$25
1-Good Throw-out Bearing \$10
1-Clutch Rod To Fork. \$10

Terry Tatum
Box 14758
Oklahoma City, Okla. 73113
405-722-7903

1938 Century Parts For Sale...

Right Grill Half, Chrm. Fair \$30
Rebuilt Water Pump, \$25
Bumper Guard, New Chrome \$25
Horn Ring, Nds Chrm \$7.50
Valve Cover \$20
Park Lens \$7.50 ea.
Wiper Motor \$20
Choke #490A Delco, \$25

NEXT COLUMN.....

1938 CENTURY PARTS FROM LAST COLUMN...

Set of 8 Re-Babbited Rods Plus .020 \$8.00 ea.
Color Sales Brocher, 4 color Fold out, MINT\$35
28 Page Life & Look Mag. B7W & Color Ads, \$20

All Prices Plus Shipping...
S.A.S.E. Please

Ted Gigler
1355 Grove Street
San Francisco, CA 94117
567-6363

BUICK WANTED:

2-Sun Visors for 1938 Special Convertable Coupe. Also need a 1938 DELUX Heater in Good Working Condition and Rear Folding Accessorie Bumper Guard.

Terry Tatum
Box 14758
Oklahoma City, OK 73113
405-722-7903

PARTS WANTED.. Glove Box Light for 1938 Buick

FOR TRADE.. Want to trade a 38-46 Series Tail Assembly in Very Good Condition for a Jack & Handle for a 38 in Like Condition.

Don Lobner #378
RR #1, Box 124A
Olathe, KS 66061

PARTS WANTED...

1-Pair Fenders for 37 80 Series with Sidemoun complete with Covers & Hardware...

Jerry Aller
127 North Main Street
North Baltimore, OH 45872
419-257-2221 Work
419-257-3163 Home...

TOO LATE TO CLASSIFY

CAR WANTED: 1938 Sixty Series Century Four Door Convertible or Convert Coupe. Mint Original or Top Quality Restored Car Wanted.

Ed Hegarty
400 West Gertrude Ave.
Richmond, CA 94801
415-232-0197

CAR FOR SALE; 1937 Buick Business Coupe Model 46. Totally Complete. Dual Side-mounts, with all Hardware & Beautiful Covers. All correct wheels & Hubcaps. NOS Left Tail Light-Licience Plate Assembly. Some NOS Bumper Guards, Excellent '37 Radio, Has Heater and misc. accessories. Original '37 Engine. This Car need a complete restoration, small rust hole right rear bumper bracket. Excellent floor and rockers, doors, trunk, etc.. Some extra parts.. \$2,000.00 FIRM...

Lee Hopkins #13
P.O. Box 246
Buhl, Idaho 83316-0246
208-543-6770

CAR FOR SALE; 1937 Buick 80 Roadmaster 4-Door Trunk Back Sedan. Black with like new Taupe Wool Interior. Near New Wide Whites, nice chrome & Plastics, Cover & Manual. Older Restoration. Lots of \$ Invested, but will sacrifice for \$5,000.00. Other Hobbie forces sale.

David B. Garrison
23321 Via Ronda
Mission Viejo, CA 92691
714-770-6122

Parts: 1937 Buick Owners Manual, Original, complete, good shape. \$28.00 P.P.

Mike Eagleson #397
73 Douglas Road
Glen Ridge, N.J. 07028

Parts For Sale; 1937 Series 40..Running-Board Covers From Lynn Steel, with Metal Extensions you must make to use his covers. \$150.00 Plus Shipping..

Ben Lewis
5283 Olive Dr.
Concord, CA 94521
415-689-7454

PARTS FOR SALE:

37 40/60 Ser Bumper, needs minor straightening and replating \$35
37 40 series Hood, Right & Left half Good, \$50
37 Hood Louvers, need refinishing, \$50
37 40 series Hood Center Molding, need repair
37 Tail Lamp, with license Brkt and lens, for coupes & Convertables, left rear \$40
37/38 Headlight Shell \$10 ea.
37/38 Headlight Stainless Rim \$10 ea.
37/38 Headlight Side Stainless Trim \$10 ea.
38 Dash Ash Tray, face restored, like new \$15
38 Hubcaps, fair to good \$10 ea.
38 Fender, Left Rear, Very Good, no Rust \$50

Shipping Costs, and packing on large items, and any insurance desired, are extra. Include SSAE for reply on inquiry.

H.J. Glass #111
281 S. Pennsylvania
Denver, CO 80209
303-744-7240 Days
303-759-5992 Evenings

CAR FOR SALE: 1938 Buick Special Model 41...

4-Door Trunk Back Sedan, essentially complete and restorable rust free car from California. Some paint stripping and dis-assembly started by previous owner. A very worthy project at a modest beginning cost. Price \$1,400.00

H.J. Glass #111
281 S. Pennsylvania
Denver, CO 80209
303-744-7240 Days
303-759-5992 Evenings

WANTED... One 16 Inch Wheel for 1938 Buick ROADMASTER...

Eddie Ovadek #27, 84-06 94 Street, Woodhaven, New York 11421

WILLIAM E. OLSON
842 MISSION HILLS LANE
WORTHINGTON, OHIO 43085

April 18, 1984

Dave Lewis
3825 South Second St.
Springfield, Illinois 62703



Dear Dave:

In accordance with our recent discussion, I have ordered the 1937-1938 Buick Club decals from Angelus Pacific Company in California. This is the firm that makes the Buick Club of America decals, and those for many colleges and other organizations. Based upon their samples and reputation, I am confident Angelus Pacific will produce a first-class product. Assuming nothing goes wrong, I should have the decals by June 1, in time for members to purchase them before most of the summer shows and events.

We agreed that, because of the time you are already spending on Club activities, I would handle ordering and distribution of the decals, and would finance their manufacture with my own funds.

Once the decals are received, I will sell them to members for \$1.00 each post paid to any U.S., Canadian, APO or FPO address. The few members we have in other countries should send payment in U.S. funds and include enough to cover mailing to them.

I realize this is a higher price than the BCA charges (and perhaps higher than other groups charge). This is so for several reasons. (1) The BCA has thousands of members and can order in much greater quantity, thereby reducing substantially the unit cost. Since we were both unsure what the response would be, I decided to order the minimum quantity (500) the first time. (2) I have my own money in the project, and would like to recover the investment in a reasonable period of time. (3) It seemed to me that a \$1.00 price was easy to manage; members can simply put a \$1 bill (or two or three) into an envelope, and they won't need to write, and I to deposit, a lot of checks for small amounts.

Once my cost for the project has been recovered, any further proceeds from sales will be donated to the Club, or used to help finance a second run of decals, if demand for them warrants that. I do not intend to make any profit.

(OVER)

Dave Lewis
April 18, 1984
Page 2



The design for the decals was shown on the cover of vol. II, issue 5 of the News Bulletin; there will be three colors: the lettering, lines and background of "BUICK" royal blue, the two large spaces within the inner oval red, and the balance white. Size will be about 2 x 3 inches. The decals will be water transfers which can be placed on the inside of a glass window, or face up on any smooth opaque surface.

In conclusion, I'd like to express my personal thanks to Doug Waggoner who did the artwork: a very professional job, which made my efforts much easier.

Okay, everybody let's have your orders!

Sincerely

Bill #427

William E. Olson

PROUD 1938 OWNER

JOE GIORDANO #333..1938 66C



PROUD 1937 OWNERS

To respond, Dave, to your request for stories regarding our cars, I thought I'd relate my recent exploits in moving 3 Buicks a distance of 550 miles.

I presently live in Prince Rupert, B.C., Canada which is situated approximately 90 miles south of Ketchikan, Alaska. Not too long ago I made arrangements to take a new job (beginning Feb., 1984) 550 miles to the south in the town of Duncan, B.C. which is situated on Vancouver Island. Because of winter coming on I undertook the job of moving my 3 cars closer to Duncan before the real bad weather set in. The B.C. government services the coast with a fairly extensive ferry-boat system. Therefore, after a couple of weeks of preparing the cars for the trip, a '37 Century Phaeton, a '38 Special Convertible coupe and a '31 McLaughlin Buick 60 Sports Roadster (I refer to the latter car as my very, very early '37 model) were driven to the ferry terminal in ample time to board the 8:30 a.m. sailing on Saturday, Nov. 19/84.

Ferry regulations require that each car have a driver for boarding, traveling and disembarking from the ferry. Therefore at the last minute I had to round up 2 ferry passengers who were traveling without cars, to drive 2 of my cars onto the ferry for me. Needless to say I felt a little apprehensive picking up two strangers to handle 2 of my "Buick Family" from the dock, down the ramp and into the usually crowded quarters on the car deck. However, the operation went off without a hitch and there was plenty of room aboard for a change.

The 500 mile trip on the ferry lasted 36 hours during which time 2 stops were made at small coastal towns to pick up passengers. On Sunday evening at 8:30 p.m. we arrived at the southern ferry terminal at Tsawassen which is approximately 40 miles south of Vancouver, B.C.

Another ferry regulation is that a car engine is not allowed to be started until after the ferry docks and the ramp is down because of exhaust fumes in confined areas. As the three cars lack finer tuning, each has its little idiosyncrasies in starting and warming up. Therefore I had a few hectic minutes running from car to car getting them ready to drive off the ferry by my recently recruited drivers. Once off the ferry I had 2 of my friends who are vintage car owners, waiting on the dock to take over the driving duties for the rest of the trip.

At approximately 10:00 p.m. the three of us drove into Vancouver with the "very, very" early '37 leading and setting the pace, while I brought up the rear with the '37 phaeton and trailer. We holed up in a motel on the outskirts of Vancouver for the rest of the evening.

The next part of the trip was a 2 hour ride on another ferry to Vancouver Island, so on Monday morning we were up early to catch the first ferry at 9:00 a.m. out of Horshoe Bay terminal which is 20 miles north and west of Vancouver. We unfortunately got caught up in the morning traffic of people commuting to work. First we had 15 minutes of bumper to bumper creeping through several intersections during which we had 4 offers to buy the cars yelled at us by passing motorists. Secondly, we made 2 wrong turns due to changes being made recently to the access road that leads to the freeway to the ferry terminal. [Boy! you ought to try reversing a '37 Century Phaeton with those blind rear quarters for a distance of 100 yards alongside traffic with a short utility trailer leading you!] Because of the traffic delays we arrived at the terminal just in time to drive directly onto the ferry. Being late we were relegated to the 3rd and upper deck so therefore had 2 more ramps to navigate. At 11:00 a.m. we drove off the ferry at Nanaimo, B.C. From here the cars were disbursed into a large shed and a garage kindly donated temporarily for my use by members of the local vintage car club. So now the cars are situated only 40 miles from their final destination of Duncan.

Continued next page....



Jack Shepherd Story from Last Page...

-----Mission Accomplished-----

I was back on the return ferry to Vancouver at 6:00 p.m. the same day. Tuesday at 7:00 a.m. I was on a plane back to Prince Rupert- Flying time a measly 1 hour and 10 minutes...

TOTAL COST OF MOVING THE CARS

1) FERRY PASSAGE from Prince Rupert to Tsawwassen

\$90.00 per car plus \$90.00 for the trailer.....	\$360.00
Fare for myself.....	<u>\$42.00</u>
	\$402.00

2) FERRY PASSAGE from Horseshoe Bay to Nanaimo

\$16.00 per car plus \$16.00 for the trailer.....	\$64.00
(the \$16.00 includes the driver on this ferry)	

3) RETURN TRIP to Prince Rupert for self

Ferry Trip and bus to Vancouver.....	\$9.00
Taxi to Airport.....	\$13.00
Airfare to Prince Rupert.....	\$147.95
Taxi from Airport.....	\$5.50

TOTAL COST.....\$641.95

From the above it looks like I just blew a large portion of a trip to the Nationals or on the other hand maybe an engine rebuild.

Enclosed find pictures of the three cars. Some were taken on the ferry from Prince Rupert and others after arrival in nanaimo. The '37 phaeton is towing a trailer load of mostly body parts-the main contents being side-mount fenders plus hardware and a nose section for the '38 coupe. The phaeton you will note is still incomplete-i.e. missing body trim door handles and parking lights. However, I have these parts on hand. The phaeton top is practically new so I covered it with polyethelene to prevent water staining in case of rain. You guessed it...It was sunshine all the way ! Both the '37 and '38 at present have "wooden" running boards as I'm in the process of putting new covers (supplied by Hunley Acuff) on the old metal. Both cars are ex-california and are very solid although a frame up restoration would be desirable for the '38. The '37 needs paint and upholstery also.

I would like to thank the following members of the club and advertisers in the Newsletter for supplying parts, literature and information for both cars. Without these members and the Newsletter I'd still be hunting most likely. Thanks again men...

Jack Shepherd #138

Thanks to the following for your help....

Bob Jones#221, E.A. DePouli#310, Bob Pipkin#76, Hunley Acuff#198, Joe Krepps#187, Dave Lewis #237, Don Gust#43, Richard Dermarderosian#260, Bill Hirsch#126, Glenn Seymour#345, Ray Keuhn#311, J.B. Donaldson#153, Buick Plastic Reproductions #417, Lauren Matley#49, Buick Restoration Services (Jim Campbell) #134 and Pulfer & Williams Company....

PHOTOS NEXT PAGE.....

PROUD 1937 OWNERS

Jack Shepherd #138 (Story on previous pages)

ABOARD THE FERRY



ARRIVAL AT NAMAIMO B.C.





TECHNICAL TIPS

LOWER RADIATOR HOSE 1937 80 SERIES..

Needing a lower hose for my 37-80C recently, I went down to my local jobber friend. His book went back as far as 1941 Buick. It listed a Gates #MH-168 and he had one in stock. By cutting off a little at one end, it worked just beautifully. This will take care of all the 80 & 90 Series. MH stands for molded hose.

Bob James #371

Fuel Pump Overhaul Kits...

Being an employee of the John Deere company I have access to their computers and can find many parts that will fit our Buicks that were also used by John Deere. John Deere used to use the same fuel Pump parts as used on my 1938 Buick on one of their tractors. The kit is a #AR 40482. It includes the Diaphragm assembly, Inlet Valve, Outlet Valve, Diaphragm Installation Instructions, Pump to Block Gasket, Bowl Gasket, Rocker Arm Spring, Diaphragm Spring, and Valve Gasket. Price shown on our Microfiche says the retail price is \$11.24, but that seems low. I might also be of some help in locating Clips such as fuel and vacume line, if someone would send me a sample or drawing.

Hugh Patterson #300

Preventative Maintenance Tip...

1938 Buick Throttle Rod Rubber.. Before going on a long trip, be sure to check the rubber insulator on the lower end of the main throttle rod on your '38. This is an item few look at and when mine broke I was fortunate to be only one mile from home and learned how to drive with the hand throttle. This piece rots out over time and is very easy to replace while you're at home and very difficult when on the road with few tools.

Hugh Patterson #300

Rear Wheel Cylinders for a 1937 80C...Rear

I used Wagner WC F 45960 and WC F 45961 Wheel Cylinders on the rear of my 1937 80C. I believe these are for a 1971 Chev. 1/2 Ton and they work fine when you use an adaptor on the brake line hook up. I have been un-able to find anything to fit the front so I am having them overhauled.

Bob James #371

FRANK GULDNER....
#417
213-353-4303

REPRODUCTION PLASTIC FOR 37 AND 38
BUICKS...

10534 NASSAU AVE.
SUNLAND, CA 91040

We carry all the plastic parts such as inside door knobs, Dash Knobs, Map Light Covers and Ash Tray Knobs. Both for 1937 and 1938 Buicks. Below are sample prices;

Headlight Knobs, Throttle Knobs, Cigar Lighter Knobs, Front Ash Tray Knob, Window Crank Knobs and Rear Ash Tray Knob..... \$4.00 ea.

Radio Knobs, Heater Door Knobs and Door Lock Buttons..... \$8.00 pr.

Gear Shift Knob..... \$12.00

Door & Window Handle Rings..... \$3.00 ea.

Horn Bezel..... \$16.00 ea.

Glove Box Knob..... \$5.00 ea.

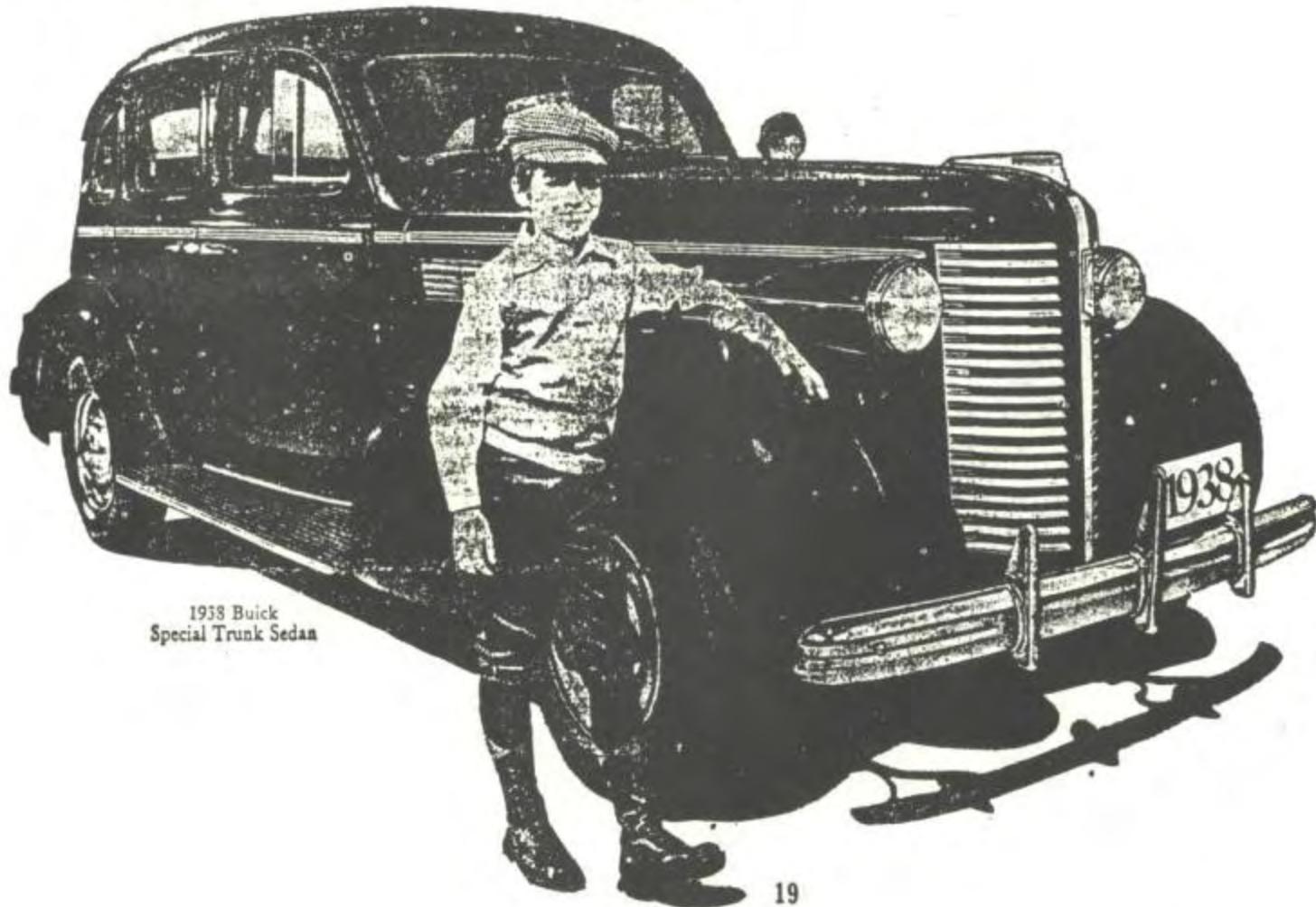
Plus 10% Shipping, Write for complete list & Prices

Thanks to Bob James #371

When you were
a kid
you dreamed
of the day
you could
own a Buick

1937  1938

A MEMBER SUPPORTED
NATIONAL BUICK CLUB



1938 Buick
Special Trunk Sedan

Support Our ADVERTISERS

Dave,

Please place the following ad in your newsletter.

a. Trico Vacuum Wiper Repair Kits - SS type - \$10 or I'll repair your wiper - \$28.

For those that prefer to repair their own, I have written the following procedure:

Trico Wipers

	<u>Motor</u>	<u>Wiper Arm</u>	<u>Blade</u>	<u>Renewal Pkg.</u>
1937 - 40, 60	SK24	7" (76570-41-C)	8 $\frac{1}{4}$ "	1075
1937 - 80, 90	SS4	7" (76570-41-C)	9"	1082
1938 - 40	SK24-1	7" (76570-41-C)	8 $\frac{1}{4}$ "	1075
1938 - 60	SK23-1	7" (76570-41-C)	8 $\frac{1}{4}$ "	1075
1938 - 80, 90	SS-8	* (76570-46-C)	9"	1082

*My reference doesn't list the size of the 38 - 80, 90 wiper arm. However, it does have a different part number as you can see.

Before we start ordering renewal parts, it should be mentioned that most times there is nothing wrong with the wiper motor that cleaning and fresh grease will not cure.

Also, if the wiper works with the wiper arms removed, there is probably nothing wrong with the wiper motor. Rather too much spring tension on the wiper arm will press the wiper blade against the glass to hard and will jam the motor.

1. Getting Started; Tools

- a) Needle nose pliers
- b) Jewelers screwdriver, standard
- c) Small screwdriver, standard
- d) Bowl for small parts
- e) Rags
- f) 240 grit or finer sandpaper
- g) Grease remover (mineral spirits)

2. Disassembly and Cleaning

- a) Remove the two small screws (648) holding the inspection cover (8896) in place.

Disassembly and Cleaning (cont'd)

- b. Lift retainer (2630) from kicker (8897), this allows valve (2631), yoke (2617), spring (2620), etc. to be removed. If these parts are not broken, they may be reused. The renewal kit, however, does contain all of them.
- c. Remove screws (1900) from top cover of wiper motor. Not having a special screwdriver to fit the head of this screw, I use a needlenose pliers.
- d. Being careful not to rip gasket, remove top plate from lower housing. If this gasket is saved, a rebuild kit can probably be avoided. The gasket is fabricated in two halves per the enclosed illustration.
- e. Slowly pry the paddle assembly from the lower housing. It should be slightly tight.
- f. Returning to the top plate, it can be seen that the control arm pivots and, in doing so, moves a slide valve. Remove the slide valve by removing the retaining screws. Remove the spring clip and the slide.

That's it. Now it is time to clean and rebuild the unit.

- g. Clean grease and dirt from the spring clip and slide removed in step f. The vacuum passages in the top plate should be cleaned and free of blockage.
- h. Using a brush or rag, wipe dirt from the top of upper plate. Using a cleanser, remove any grease from the underside of the top plate. Do not allow any grease to enter the vacuum passageways.
- i. Very lightly oil the slide valve. Put it back in place. Return the spring clip to its original position and replace the two screws.

The top plate is finished, it can be placed on the side until later.

- j. Remove all dried grease from inside the lower housing.
- k. Looking into the lower housing after it has been cleaned, it may appear to have "goose bumps". These should be removed by lightly sanding the inside of the housing. When sanding is completed, remove any grit inside the housing.
- l. Now it's time to clean the paddle. Remove all dried grease and then carefully inspect the edges of the paddle for tears or excessive ware. If the paddle looks used, but not badly worn, I would rebuild the unit and not replace the paddle. If you decide to follow this suggestion, proceed to step "O".
- m. To remove the paddle from the shaft, take a drill with a small bit and drill away the tail of each of the two rivets. This will allow the rivets to be removed. Make sure the relationship between the shaft and the flapper valve on the paddle is noted. You don't want to put the new paddle on backwards.

Disassembly and Cleaning (cont'd)

- n. The new paddle is reinstalled on the shaft by placing the shaft through the paddle, putting the rivets through the holes and then spreading the rivets. A sharp tap with a blunt drift, while the rivets rest on a hard surface does the trick.
- o. Both the paddle (new or old) and the lower housing should be thoroughly greased. A good, heavy coating of wheel bearing grease or white grease will do the job. Place the paddle in the housing, being careful not to damage the brass taps on the paddle while doing so.
- p. Using a light coating of grease on the gaskets, put the gaskets in place and place the top plate on the housing. The top plate can now be secured to the lower housing using the original screws or with standard machine screws.
- q. A quick wipe to remove excess grease finishes the job and the wiper motor is now ready for reinstallation.
- r. An easy way of checking the unit is to connect the motor to the inlet manifold using a rubber hose. With the engine running, the wiper motor should operate. It should be almost impossible to hold the lever arm. DON'T GET YOUR FINGERS CAUGHT.

E.A. DePOULI #310
119 HARDENBURGH AVE.
DEMAREST, N.J. 07627
201-767-3168

Support Our ADVERTISERS



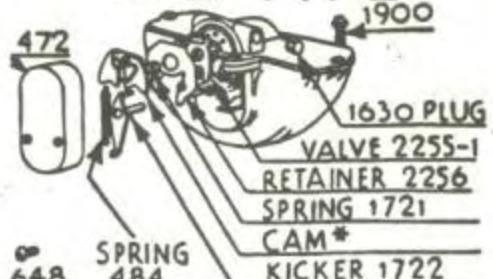
WINDSHIELD WIPER SECTION

ORIGINAL EQUIPMENT PARTS

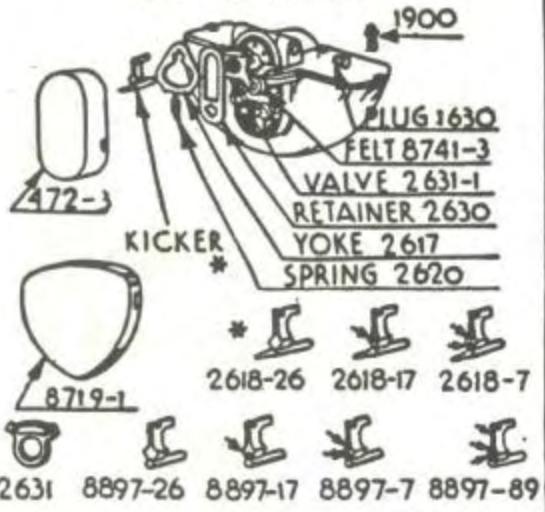


Valve Parts and Gaskets for RS - K - S - SK - SS Type Motors

R.S. TYPE



K TYPE



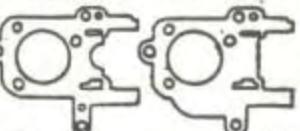
GASKETS FOR STANDARD SIZE MOTORS

CX-RSB-RSL-RSX TYPE



707 USE WITH LEATHER PADDLES

KCX-KSB-KSL TYPE

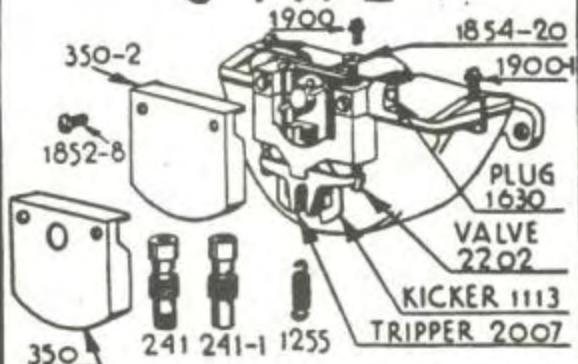


88 USE WITH BLACKHIDE PADDLES

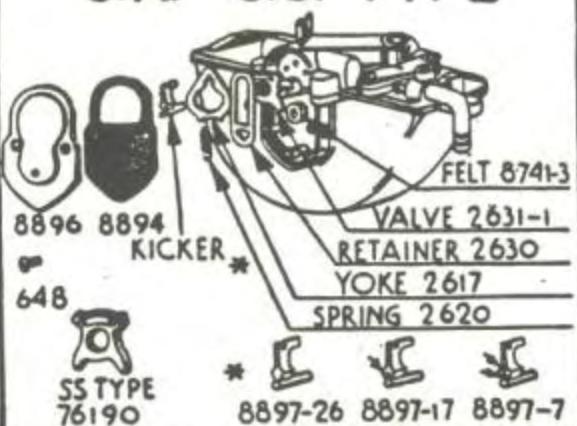
K-KB TYPE



S TYPE

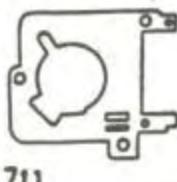
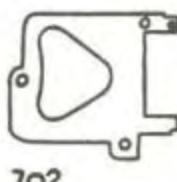


S.K. - S.S. TYPE

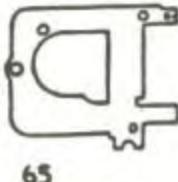


GASKETS FOR HEAVYDUTY SUPER MOTORS

S-SX TYPE



SK TYPE

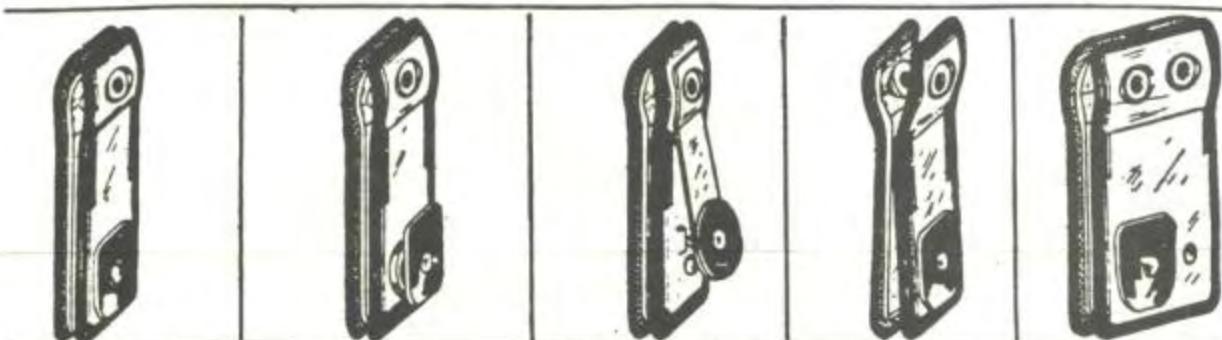
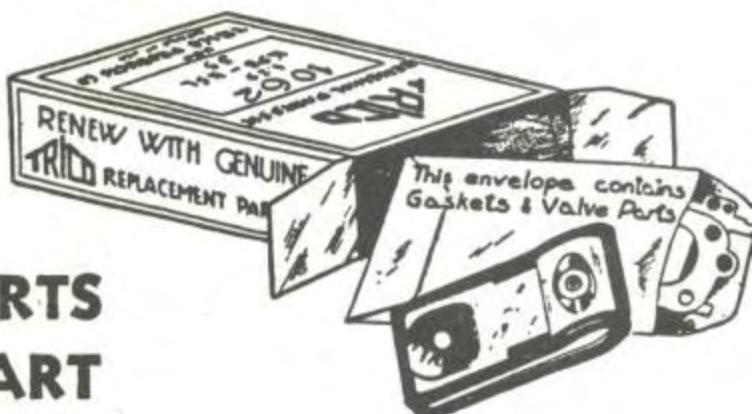


SS TYPE





TRICO

RENEWAL PARTS
PACKAGESA Complete Repair
in Every PackageRENEWAL PARTS
PACKAGE CHART

MOTOR TYPES	STANDARD LIFT LEATHER		RAISED LIFT		SPECIAL LIFT		WASP TYPE PADDLE		SUPER-SUPER PADDLE	
	PKG. NO. with Leather Paddle	PKG. NO. with Blackhide Paddle	PKG. NO. with Leather Paddle	PKG. NO. with Blackhide Paddle	PKG. NO. with Leather Paddle	PKG. NO. with Blackhide Paddle	RENEWAL PARTS PACKAGE	RENEWAL PARTS PACKAGE	STANDARD LIFT	STANDARD LIFT
RS	1060	1061	1066	1067	1063	1064	1066	1066	Lift leather flat on plate or with one washer	Lift leather flat on plate or with one washer
K		1062		1068		1065	1070			
S		1071		1074		1073				
SK		1072		1075		1077				
SS										

1062 & 1064

VISIONALL
RENEWAL PARTS PACKAGE.....1076FOLBERTH
RENEWAL PARTS PACKAGE..... VACUUM 1378
PRESSURE 1079

MOTOR SYMBOL CHART

MOTOR TYPES	SHORT SHAFT	BUSHING	LONG SHAFT	SPECIAL DRIVE
RS	RSX-CX	RSB	RSL	
K	KCX	KB-KSB	KSL	K
S	S EXTERIOR-SX		S	SK-SKG
SK				
SS				SS

From the Bins of the ORIGINAL Equipment Manufacturers

Support Our ADVERTISERS

BILL HIRSCH CO. 1937-1938 Parts . . .

● Engine Paint

We carry a Full Line of Engine Enamels. Dark Green, High Gloss For 1937 and 1938 Buicks..... \$13.50 Qt.

● Hub Caps

We handle the finest 1937 and 1938 Buick Hub Caps. These are the Highest Quality Available..... \$60.00 Ea.

● Paints

High Quality, High Gloss Pure Nitrocellulose Lacquer. As the Original Buicks were Painted. All Colors Available. \$37 to \$44 Gal.

● Trim Rings

We Handle one of the Finest 16" Wheel Trim Rings. High Quality SHOW CHROME, Satisfaction Guaranteed..... \$35.00 Ea.

● Gas Tank Sealer

This Product is used to Seal the inside of Fuel Tanks after they are Boiled Out. Protects Inner Lining..... \$11.00 Qt.

● Leathers

We handle the Finest Grade Leathers Available. Please send a Sample of your needs for price Quotes.....

● Upholstery

We also handle a complete line of Convertable Top and Interior Upholstery and Carpets. Call for Samples & Quotes.....



You Can Charge It . . .

MEMBER #126

PHONE 201-642-2404



396 Littleton Ave Newark N.J. 07103-229

1937 and 1938 BUICK WIREING SPECIALIST



BOX 435
WAYNE, PA. 19087
PH: 215-688-3998

DAVE LEWIS
RESTORATION

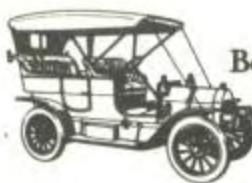


Detailed Restoration And Parts For
All 1937 And 1938 Buick Automobiles

3825 South Second Street, Springfield, Illinois 62703
217-529-5290

Support Our ADVERTISERS

ANTIQUE CARS AND PARTS
UPHOLSTERY CARPETING
CONVERTIBLE TOPS



Bob's Automobilia

RD 2, Box 137
Annandale, New Jersey 08801
201-236-2403

Floor Mats

\$150.00

PLUS SHIPPING

SATISFACTION
GUARANTEED
EXACT FIT FOR
ALL 40-60 SER.
1937 and 1938

80-70 SERIES FIT WITH COWL PAD MODIFICATION



COLOR: BROWN AS ORIGINAL

DEAR 37/38 BUICK CLUB MEMBERS,
AS YOU KNOW I PURCHASED THE RIGHTS TO MANU-
UFACTURE THE FRONT FLOOR MATS FOR 37/38
BUICKS FROM DAVE A FEW MONTHS AGO. I ALSO
PURCHASED THE REMAINING MATS FROM DAVE AND
HAVE SINCE SOLD THE LAST OF THOSE MATS. IT
IS MY INTENTION, IF ENOUGH INTEREST TO MAKE
ANOTHER RUN OF THESE FINE MATS.
INTERESTED IN OBTAINING
MATS FOR YOUR 37/38
DEPOSIT
NO
LEAD
MATS
TAKE
HAVE
THE DE
INTERESTED.

FLOOR MATS ARE NOW IN STOCK
FOR IMMEDIATE DELIVERY
LIMITED SUPPLY!

YOU ARE
ACCEPTING
' PROJECT
HAVE AT
CHASE
THE RUN. I NOW
LIVING AND WILL PROCEED AS
LUME IN. PLEASE ACT NOW IF YOU ARE
INTERESTED.

THANKS, BOBS AUTOMOBILIA

BOB'S AUTOMOBILIA IS ONE OF THE MAJOR SUPPLIERS OF TOP QUALITY BUICK PARTS.....

BELOW IS A SAMPLE OF JUST SOME OF WHAT BOB CARRIES.

1938 BUICK MAP LIGHT COVERS.....\$35
1937/38 CENTER HOOD STAINLESS.....\$99
DOOR SILLS, CUT TO LENGTH (45").....\$30 pr.
GRILL & CENTER STRIP EMBLEMS.....\$25
NEW BANJO STEERING WHEELS.....\$225
DOOR HINGE PIN & BUSHING KIT.....\$2.50 ea.
OUTSIDE DOOR HANDLE RET. SCREWS,
STAINLESS STEEL.....\$0.50 ea
37 RADIO GLASS, SILK SCREEN.....\$14

37 INSTRUMENT PANEL GLASS, SILK SCREEN
DECALS FOR TEMP, GAS, OIL, SPEED & BATTERY
COMPLETE SET OF DECALS.....\$10 set,
INCLUDES CLOCK
CONVERTABLE TOP MOULDING, BRASS OVER LEAD,
WITH NAILS INBEDDED.....\$8.50 Ft.
STEERING COLUMN TO FLOOR GROMET, BLACK....\$6
SIDEMOUNT NUTS, CAD PLATED.....\$4 ea.
FRONT FLOOR MATS.....\$150

AND WE ALSO CARRY THE FOLLOWING.....

RUBBER MOUNTING PADS....HEADLINERS....CONVERTABLE TOPS....UPHOLSTERY...ENGINE PAINT..
DECALS...LITERATURE....BUICK LOCK ROLL HOSE CLAMPS...WIRING HARNESSSES...DASH AND DOOR
PLASTIC KNOBS AND MUCH MUCH MORE...CATALOG \$2.00..SEND FOR YOURS NOW.

DOORSILLS CHEMICALLY ETCHED

I WILL CUSTOM MAKE SHOW
QUALITY SILLS, ETCHED & SHAPED
AS THE ORIGINAL. SATISFACTION
GUARANTEED OR YOUR MONEY
BACK. PATTERNS AVAILABLE FOR
THE FOLLOWING:

1937-38 2 Dr. Sedans Model 44, 48, 54, 68
1937-38 2 Dr. Coupes, Conv. Model 46,
48C, 46S, 66C, 66S
1937-38 4 Dr. Roadmasters
1937-38 4 Dr. Sedans, 4 Dr. Conv.
Model 40C, 41, 47, 50C,
61, 67

RAYMOND P. KUEHN
81 GRAHAM AVE.
NORTH HALEDON, N.J. 07508
201-423-1196
SASE

Story by Karl F. Anderson #47...

FOXTAILS AREN'T JUST FOR KIDS

In October 1967 while riding through a small town on Long Island, N.Y. I noticed a '37 Buick 46C rumble seat convertible with sidemounts and Tripple lights parked outside a body and paint shop. A friend riding with me told me it had been parked there all summer. I stopped and was told by the men in the body shop they were supposed to paint it but there had been so much green paint over the original Bengal Brown that it had checked and crazed. It would require stripping and they didn't want to do it.

I contacted the owner who told me the car originally belonged to Governor Green of Rhode Island. I haven't verified this, but maybe that's why it was painted green ???

After some negotiations that included complaints about what the new top and wide white walls cost him, he agreed to sell it to me for \$800.

When I drove it home the front end was so loose that the best I could do was drift from side to side in my driving lane like tacking a sailboat all the while bouncing like a rubber ball from bad shocks. I felt like I was playing one of those penny arcade games, you could only guess where it was going next. It also smoked pretty bad, but then I guess it was old enough to smoke.

Over the years I've rebuilt all the running gear, re-rung the engine ending up with a piston slap, and rebuilt the head.

Despite the paint crazing it shone pretty good until I washed it in one of those self-serve drive-in quarter machines. I'd never used one before. The car body was hot from sitting in the August sun, and when I got the soap sprayed on the water quit. By the time I got more quarters it was a permanent two-tone paisley green as the soap had bleached the hot paint.

But before that happened we drove the car in numerous parades, to club picnics and on one occasion from Long Island to Mobile, Alabama to Dallas, Texas to Chicago and to New York.

The starter stayed engaged at Roanoke, Va. causing the armature to turn into a birds nest. A great guy in a gas station got it rewound for me in one day but he did it backwards, so we had to wait to get it done again. The only other trouble we had was it tended to overheat.

I dismantled the car last year for a frame-up restoration and have picked up quite a few NOS items to put in it. I'm working on the body now and am trying to get up nerve to lift that convertible body off the frame. As it gets reassembled I'll gradually have parts to sell, both used and NOS, but until I get to putting the pieces back on, I don't know what I'll need.

One of the nice things about having a non-mint car is the fun we've had with it. My son took it to high school for the "50's Day" and what a time those kids had. Seeing that car with a load of kids in it, rumble seat loaded, foxtail flying from the antenna, wolf whistle blowing made me think of my teen years and the incredibly unique sound only a Buick makes in second gear and moving out.

The car is being restored to original colors, red leather, Bengal Brown paint, Scarlet striping and Tripple Lights.

The mast antenna has been removed so, no foxtails, no kids climbing all over her and no wolf-whistle. We intend to show the car for about a year then take another non-interstate tour of the U.S. After that who knows---maybe I'll get up nerve to hoist the Foxtail again...

Karl F. Anderson #47



A MEMBER SUPPORTED

NATIONAL BUICK CLUB

Dear Dave,

Hate to keep pestering you with letters, but I guess you've invited it. On looking over the index to 1982 Newsletters that appeared in the Feb. 6 Newsletter, it was readily apparent that there's much stuff in them that I'd like to see, but since I didn't belong to the club prior to Dec. 1983, I do not have. It occurs to me that others may be in the same boat. So, if you or anybody else has a complete set of Newsletters that he can send me, I will copy them and return. I will then copy and send any member any article from any Newsletter that such member may request. Assuming such requests are kept within reasonable bounds, this will be done without charge to anybody, except that the requesting member should send me the usual S.A.S.E. with enough postage to cover what he wants. I will not quibble over an odd stamp or two, but try to send enough to cover your request.

William Olson # 427
842 Mission Hills Lane
Worthington, Ohio 43085

Dear Members,

I want to thank Bill for his efforts to join me with this worthwhile project. I have sent Bill the complete set of Newsletters to copy. If any of you need certain articles copied, please contact Bill and he will be happy to help you. Thanks Bill!

Dave

NEW REPRODUCTION PART FROM ED DEPOULI #310

Heater Hose Bracket that Fastens to the Center Nut on the Valve cover on 37/38 Buicks. This bracket holds both Heater Hoses off to the side of the engine. It's a super nice reproduction. These have been very hard to find in the past because like the Spark Plug Cover, they were usually thrown away over the years. Ed is selling these for \$5.50 P.P. They are ready for delivery now and you can send your orders to the address below...

E.A. DePouli
119 Hardenburgh Ave.
Demarest, N.J. 07627
201-767-3168

WELCOME NEW MEMBERS.....

Joe McKee #433
1216 Hereford Ranch Rd.
Cheyenne, WY 82007
37-41 (7)
307-634-6263 (H)
307-638-0423 (O)
83 F/C

Conrad P. Burnett #434
510 Lost Acre Lane
Great Falls, VA 22066
37-61
703-430-0389 (H)
703-450-5470 (W)
83-B

Jim Boyer #435
2714 Burwell Dr.
Toledo, OH 43609
83-B 5/84
J.E. Mullenix #436
1212 S. Michigan Ave.
Hastings, MI 49058
83-B 5/84

Dear Dave,

Enclosed is a photo and Story on the Nomination of the '37 Buick Century. I was looking through some old magazines my friend gave me, and I came upon this story in an old Motor Trend from 1973.

I thought the rest of the Club, especially those who own '37's (I have a 38 Roadmaster myself) would get a kick out of this story. We Buick owners should feel proud that one of our models made it to be nominated into Motor Trends Hall of Fame.

Now the Fun Parts: I could not find the winner in any of the remaining magazines. Now this part can get all the members in on the quest for the Hall of Fame winner for 1973.

#1 Is there anyone out there with the missing Motor Trend magazine with the winner in it?

#2 If the Buick lost first place, what position did it show up in?

I am sorry that I did not save the rest of the magazine. It may have elaborated more about the contest. It may be that the Buick had already won the 1930-39 award, but who knows if it had to compete with other cars from different year categories. Well anyway, I figured this story and picture would be of interest to club members, and join in the quest to find that missing issue, and let the rest of us know who won.

Eddie Ovadek #27

PHOTO & STORY FROM MOTOR TREND
 MAGAZINE 1973

HALL OF FAME NOMINATIONS



Buick Century (1937) [1930-'39]

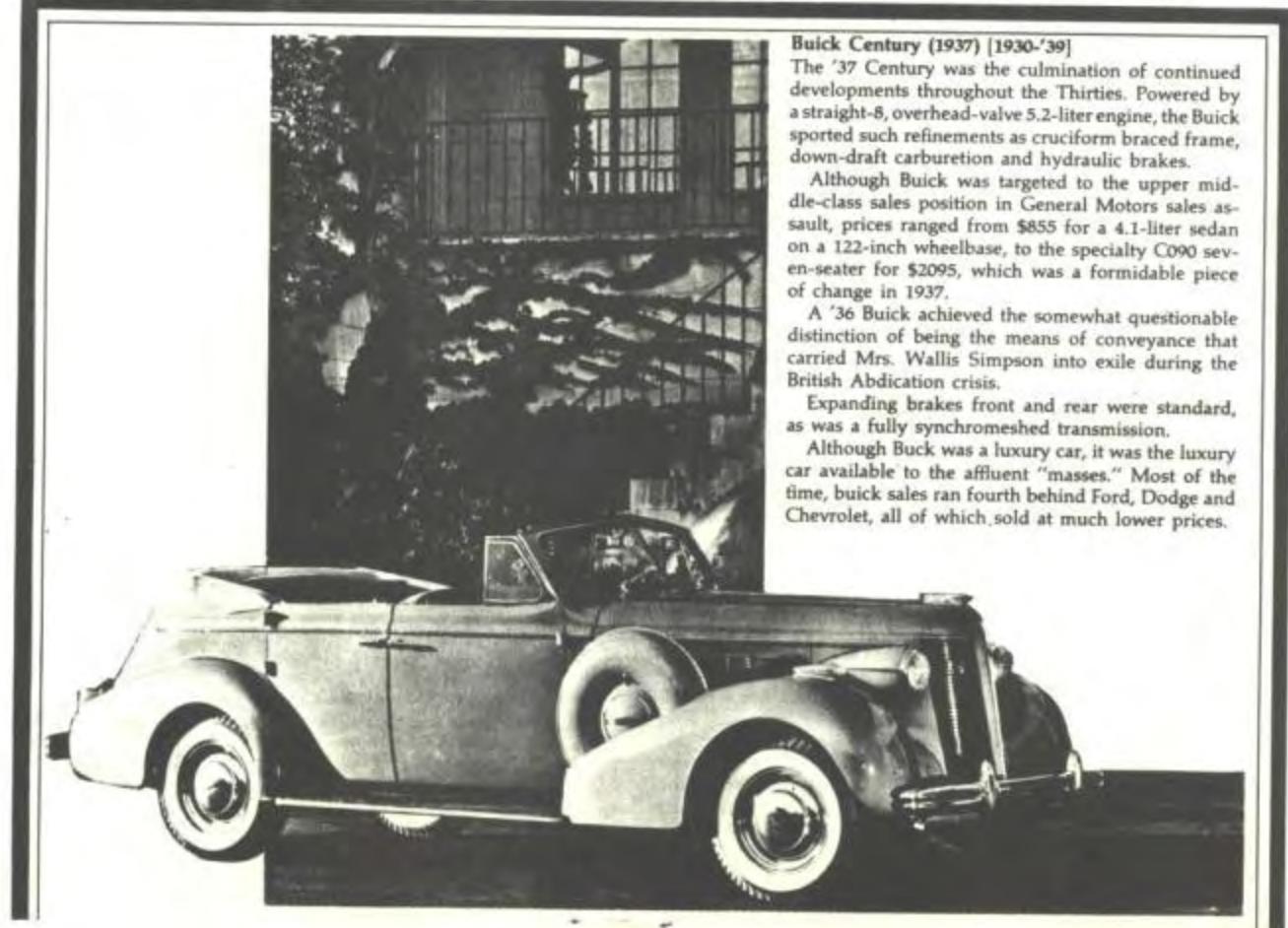
The '37 Century was the culmination of continued developments throughout the Thirties. Powered by a straight-8, overhead-valve 5.2-liter engine, the Buick sported such refinements as cruciform braced frame, down-draft carburetion and hydraulic brakes.

Although Buick was targeted to the upper middle-class sales position in General Motors sales assault, prices ranged from \$855 for a 4.1-liter sedan on a 122-inch wheelbase, to the specialty C090 seven-seater for \$2095, which was a formidable piece of change in 1937.

A '36 Buick achieved the somewhat questionable distinction of being the means of conveyance that carried Mrs. Wallis Simpson into exile during the British Abdication crisis.

Expanding brakes front and rear were standard, as was a fully synchromeshed transmission.

Although Buick was a luxury car, it was the luxury car available to the affluent "masses." Most of the time, Buick sales ran fourth behind Ford, Dodge and Chevrolet, all of which sold at much lower prices.



MECHANICAL TIPS



Ignition interference has been encountered in the radio on some 1938 cars, even with the distributor suppressor and the condenser on the generator and ignition coil working properly.

This interference can be overcome by installing body ground strap as outlined in Figure 34.

CAUTION: Be sure to use the ground strap specified as one of greater length or smaller in section will not prove as satisfactory.

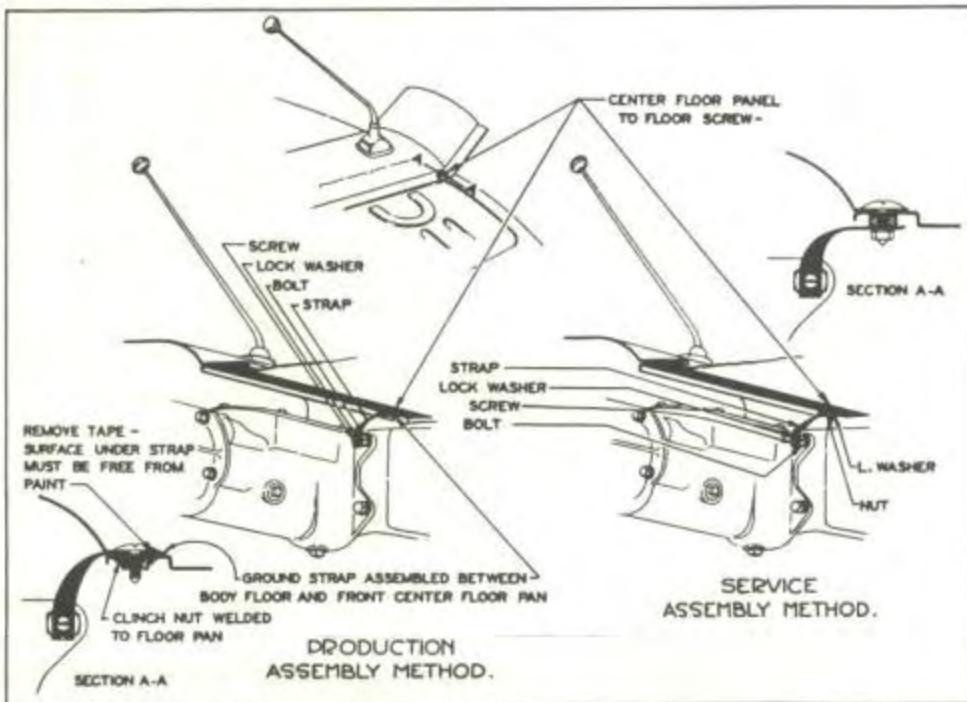


Figure 34

In most cases this ground strap will function satisfactorily if installed on the right side of the transmission. In other cases this ground strap will be more efficient if installed on the opposite side, and in a few severe cases it will require one on each side.

Proper location for the ground strap can be predetermined by grounding these same points with a large wooden handled file. The ground strap should be installed on the side or sides where the least interference is encountered. This check should be made with the radio set tuned between stations at the point where most interference is encountered. The volume should be set at maximum and the local distance switch set at the distance position.

The necessary parts for service installation are supplied only by the Factory Parts Department under Part No. 1394553, Ground Strap Carton Assembly.

This ground strap was installed on all late production radio equipped cars. Production assembled the upper end of the ground strap between the body floor and the front center floor pan as shown under production assembly method, Figure 34. All straps installed in production are on the right side - in cases where ignition interference still exists it will be necessary for service to install another strap on the left side.



25
POSTAGE DUE



ADDRESS CORRECTION REQUESTED

3825 S. SECOND ST., SPRINGFIELD, ILLINOIS 62703
SWAP N'SELL NEWS BULLETIN

1937  1938

BULK RATE
U.S. Postage
PAID
SPRINGFIELD, IL
Permit No. 75

